

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4988.

日七月九九年九十二號

THURSDAY, NOVEMBER 5, 1903.

四月

號五月一十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,210,000

Head Office:—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTIN. NEWCHWANG.
PEKING.

London Bankers:—THE LONDON JOINT STOCK BANK, LTD.
PARRS' BANK, LTD.
THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.
6 " 4 "
5 " 3 "

TARO HODSUMI,

Manager.

Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND.—

Sterling Reserve \$10,000,000 \$16,000,000
Silver Reserve \$6,000,000 \$10,000,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson. N. A. Siebs, Esq.
E. Goetz, Esq. H. W. Shadie, Esq.
C. Michelau, Esq. C. A. Tomes, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:—Hongkong—J. R. M. SMITH.
MANAGER:—Shanghai—H. M. BEVIS.

London Bankers—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | J. Scott Harston, Esq.
Chow Tung Shang, Esq. | J. Lauts, Esq.
Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS:—BERLIN.

BRANCHES:—Berlin Calcutta Hankow
Tientsin Tsinling (Kiautschou)

LONDON BANKERS:—

MESSRS. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.,
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [16]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1903. [18]

日七月九九年九十二號

THURSDAY, NOVEMBER 5, 1903.

四月

號五月一十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

LONDON, &c.	{ BENGAL { Noon, 7th G. Phillips. } November } See Special LONDON OFFICE: 33 and 35, Lombard Street, E.C. F. C. Bishop, Manager, Eastern Department.	{ CHUSAN { Daylight, 8th } Freight and W. B. Palmer, R.N.R. } November } Passage.
LONDON BANKERS: PARK'S BANK, LIMITED.		LONDON and ANTWERP via SINGAPORE, PENANG, SHANGHAI, COLOMBO, PORT SAID and MALTA.
HONGKONG OFFICE: 4, DES VIEUX ROAD.		SINGAPORE, COLOMBO and BOLE, Y.
General Banking and Exchange business transacted.		BANCA { About 14th } Freight only. (Calling at Penang if sufficient) J. B. Ferguson. } November } Inducement offers.
INTEREST ALLOWED On Current Accounts at 2% per annum. On Fixed Deposits: For 3 months 2½% per annum. " 6 " 3½ " " 12 " 4 "		YOKOHAMA via SHANGHAI, MOJI and KOBE. MANILA { About 16th } Freight and (Passing through the Inland Sea.) H. G. H. Lewellen, R.N.R. } November } Passage.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 5th November, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS; ALSO GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

STEAMERS. SAILING DATES.

*PREUSSEN THURSDAY, 12th November.
*HAMBURG WEDNESDAY, 21st November.
PRINZ HEINRICH WEDNESDAY, 9th December.
KONIG ALBERT WEDNESDAY, 23rd December.

*KIAUTSCHOU WEDNESDAY, 6th January, 1904.

SACHSEN WEDNESDAY, 20th January, 1904.

BAYERN WEDNESDAY, 3rd February, 1904.

GERA WEDNESDAY, 17th February, 1904.

SEYDLITZ WEDNESDAY, 2nd March, 1904.

PREUSSEN WEDNESDAY, 16th March, 1904.

ROON WEDNESDAY, 30th March, 1904.

*HAMBURG WEDNESDAY, 13th April, 1904.

PRINZ HEINRICH WEDNESDAY, 27th April, 1904.

Steamers of the Hamburg-Amerika Line.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 30th October, 1903.

MELCHERS & CO., AGENTS.

HONGKONG PURCHASES AND RECEIVES FOR COLLECTION BILLS OF EXCHANGE DRAWN ON THE ABOVE PLACES, AND SELLS DRAFFS AND TELEGRAPHIC TRANSFERS PAYABLE ON ITS BRANCHES AND AGENCIES.

HONGKONG BRANCH: 20, DES VIEUX ROAD, CENTRAL. CHARLES R. SCOTT, Manager.

Hongkong, 26th May, 1903. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.
Branches and Agencies.
CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENSIN.
PEKING.

HONGKONG BRANCH: 20, DES VIEUX ROAD, CENTRAL. CHARLES R. SCOTT, Manager.

Hongkong, 12th August, 1903. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " 3½ "

" " 3 " 2½ "

T. P. COCHRANE, Manager.

Hongkong, 18th May, 1903. [11]

CHRISTMAS 1903.

A 5 or 10-Catty Box constitutes one of the most acceptable XMAS PRESENTS to those at Home.

Orders reaching us before NOVEMBER 21st will be delivered at home about the 23rd DECEMBER.

1903.

CUMSHAW TEA.

LANE, CRAWFORD & CO.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALTY-BLENDED

FOOCHOW TEA.

PRIOS.

Including Freight, Duty and Delivery to any address in the United Kingdom.

Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

8roe

THE MANAGER.

MACAO HOTEL

(Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HAND-SOMELY FURNISHED. The CUISINE EXCELLENT and under direct EUROPEAN supervision.

PIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and

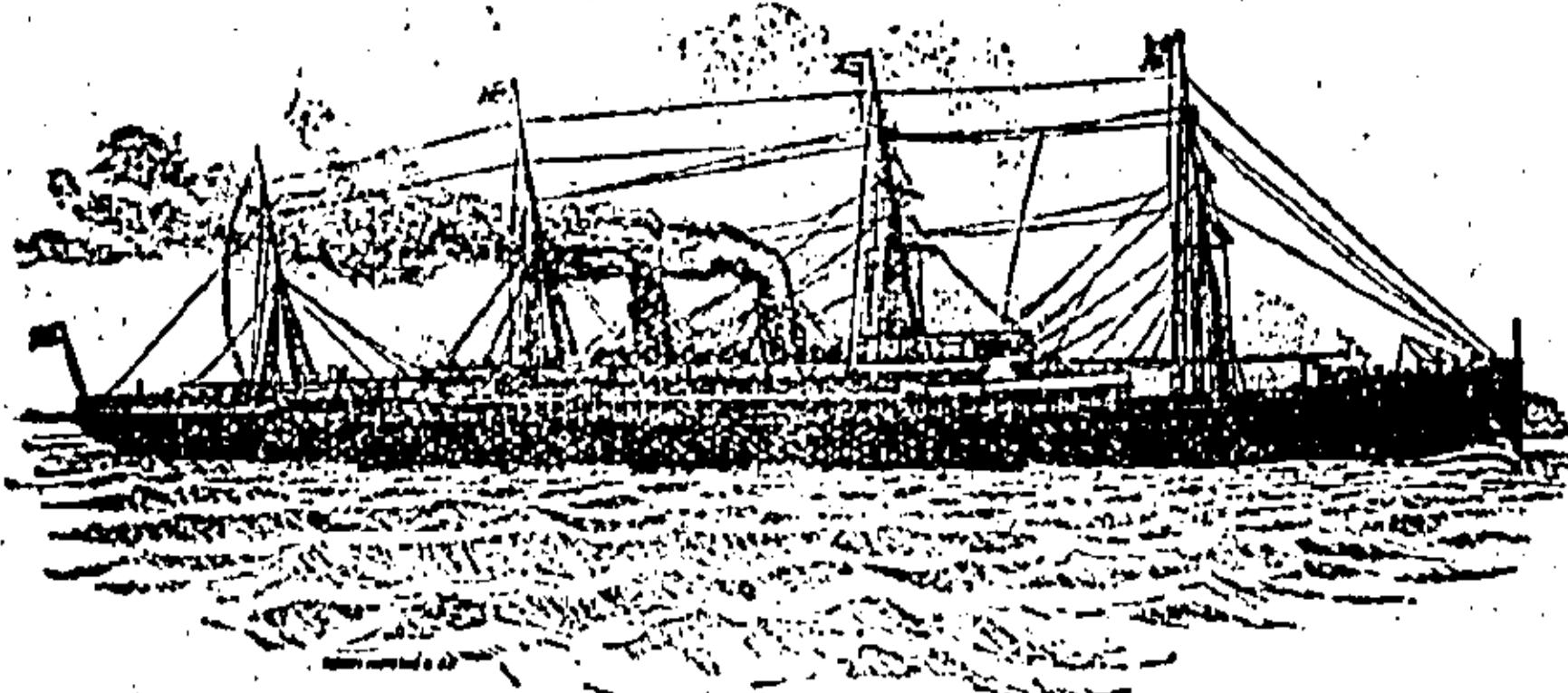
EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.

A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.

SEA BATHING.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	5,063 Gross Tons...FRIDAY, 6th November, at Noon.
"DORIS"	4,784 " SATURDAY, 14th November, at Noon.
"NIPPON MARU"	6,307 " TUESDAY, 24th November, at Noon.
"SIBERIA"	11,284 " WEDNESDAY, 2nd December, at Noon.
"COPTIC"	4,352 " WEDNESDAY, 9th December, at Noon.
"AMERICA MARU"	6,307 " FRIDAY, 18th December, at Noon.
"KOREA"	11,276 " SATURDAY, 26th December, at Noon.
"GAELO"	4,205 " SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU"	6,307 " SATURDAY, 9th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via AMoy, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 6th November, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point in route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Ilavana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

FEATURES OF THIS LINE.

Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 5th November, 1903.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.

EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

M.S. "EMPERESS OF INDIA"	6,000 Tons..... WEDNESDAY, 18th November.
" " " " "	WEDNESDAY, 16th December.
" " " " "	WEDNESDAY, 13th January, 1904.
" " " " "	WEDNESDAY, 27th January.
" " " " "	WEDNESDAY, 10th February.
" " " " "	WEDNESDAY, 24th February.
" " " " "	WEDNESDAY, 9th March.
" " " " "	WEDNESDAY, 30th March.
" " " " "	WEDNESDAY, 20th April.
" " " " "	WEDNESDAY, 27th April.
" " " " "	WEDNESDAY, 11th May.

THE magnificient "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VICTORIA (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD, return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIASTISCHER FRACHTDAMPFER DIENST.

aking Cargo at through Rates to ANWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ANADIA	ANTWERP and HAMBURG.	12th Nov.	Freight.
Wagner	(Calling at SINGAPORE and COLOMBO).		
ARBURG	HAVRE, BREMEN and HAMBURG.	21st Nov.	Freight.
Stern	(Calling at SINGAPORE and COLOMBO).		
JEVIA	HAVRE and HAMBURG.	1st Dec.	Freight.
Bork	(Calling at SINGAPORE and PENANG).	15th Dec.	Freight.
RAGONIA	HAVRE and HAMBURG.	29th Dec.	Freight.
Forst	(Calling at SINGAPORE and COLOMBO).	5th January, 1904.	Freight.
URNBERG	HAVRE and HAMBURG.	About end of December.	Freight.
Jaburg	(Calling at SINGAPORE and PENANG).		
MBRIA	HAVRE and HAMBURG.		
Duckstein	(Calling at SINGAPORE and COLOMBO).		
UBIA	NEW YORK		
von Hoff	Vid SUEZ.		

For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 4th November, 1903.

Shipping Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	5,363 tons..... Captain H. D. Jones.
" " " " "	3,338 " G. F. Morrison, R.N.R.
" " " " "	3,200 " A. J. Dixon.
" " " " "	3,973 " C. V. Lloyd.
" " " " "	2,860 " J. J. Lassus.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday, excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons..... Captain W. E. Clarke.
" " " " "	Departures from Hongkong to Macao daily at 2 P.M. { Sunday excepted.
" " " " "	Do. from Macao to Hongkong daily at 8 A.M. { excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons..... Captain T. Hamlin.
" " " " "	This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons..... Captain B. Branch.
" " " " "	" NANNING"" C. Butchart.
" " " " "	" TAK HING"" R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD
Hongkong, 31st October, 1903. [1357c]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.AMATEUR WORK GIVEN SPECIAL
ATTENTION.FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERY
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964c] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and Lofti Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to THE MANAGER.

[1339c]

Hongkong, 1st November, 1903.

THE MANAGER.

DEUTSCHE WEINGESELLSCHAFT
DUHR & CO., COELN.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e]

GO TO THE
KOWLOON HOTEL,
FRANK F. JEWELL,
KOWLOON. J. W. OSBORNE,
Proprietor.HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the Peak, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900.

OPENING OF VICTORIA JUBILEE
HOSPITAL, BARKER ROAD,
THE PEAK.

THE JUBILEE COMMITTEE invite SUBSCRIBERS to the JUBILEE FUND and the PUBLIC to be present at the Opening of the above Hospital by His Excellency the Governor on SATURDAY, the 7th November, at 4.30 P.M.

W. CHATHAM,
Honorary Secretary.

THE PACIFIC CABLE.

INTERVIEW WITH THE MANAGER.
SOME INTERESTING FIGURES.

At the last meeting of the council of the Sydney Chamber of Commerce, the president, Mr. G. S. Littlejohn, reported the result of an interview with Mr. C. H. Reynolds, general manager of the Pacific cable, regarding certain improvements which he had secured for the commercial community.

Mr. Reynolds, said the president, stated that correction messages would be called for free of initial charge to the merchant, who would pay ultimately, only in the event of the cable being proved correct. That was a great concession, as persons using the cable were at present obliged to deposit the cost of calling for the correction and the cost of the reply. It had also been arranged for commercial firms to make deposits of fixed sums of money to stand against their cables until exhausted, an advantage in comparison with the existing system, whereby cables must be prepaid in cash. Messes would also be issued in duplicate, as was now done by the Eastern Extension Company.

With regard to the establishment of independent offices in Sydney, Mr. Reynolds said the Pacific Board would not undertake the expense, as it would involve the contributing Governments (the partners of the cable) in the heavy expense of rent and management. The board should have the advantage of the postal and telegraph organisation of the Australian Governments. They did not wish to go to the expense of erecting a separate wire to Southport (Queensland). Mr. Reynolds considered that if the public thought the national all-red route deserving of a fair share of business, they would support it. Every effort would be made to deserve success. The cable, in his opinion, would prove invaluable in time of war. The board intended to gain for their customers all facilities enjoyed by the users of the Eastern route.

The cable, Mr. Reynolds pointed out, was only opened for traffic in December last, consequently three months' revenue was all that could be set off against 24 years' expenses from the first initiation of the business. The figures were—Expenditure—24 years to March 31, 1903 £120,000. Revenue: Three months of above period ending March 31, 1903 £18,310.

Deficiency £101,690. That loss would have to be made good by the parties to the scheme somewhat as follows:—

United Kingdom	£28,055
Canada	28,055
Victoria	11,222
New South Wales	11,222
Queensland	11,222
New Zealand	11,222
The estimates for the next financial year, to March 31, 1904, were:—	
EXPENDITURE.	
Interest	77,545
Head office	4,400
Cable stations	26,100
Repairing ships, salaries, etc.	19,50
Renewals and depreciation	35,50
Miscellaneous	2,255
Total	£165,500

It was anticipated that the receipts for the year would amount to £73,400. The result of the year's operations would, therefore, probably be—

Expenditure £165,500. Revenue £73,400.

Deficiency £92,100. The loss would have to be apportioned amongst the Governments concerned in the following proportions:—

United Kingdom	£25,409
Canada	25,409
Victoria	10,172
New South Wales	10,172
Queensland	10,172
New Zealand	10,172

The total loss for the two years, would, therefore, not fall far short of £193,700, of which the New South Wales share would be £21,394. The interest charge, £77,500, would remain stationary for 50 years, but at the expiration of that period the money borrowed to construct the cable would have been repaid, and that annual charge would thereupon cease.

Australia, Mr. Reynolds said, paid one-third of the annual charge, but it was to be remembered that we were paying off the cost of the cable in instalments, and were laying up money for a new cable, besides writing off depreciation on buildings and ships. The traffic was up to the estimate made by the Parliamentary committee, and he hoped that with increased prosperity in Australia the traffic would improve and justify the estimates made, which calculated on a 10 per cent. increase each year. The drought had so far prevented that forecast being realised.

The objects of the cable were to strengthen the ties of the British Empire, and to relieve this great continent from the disadvantage of having only one company to depend on.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATE.

SIEMSEN & CO.,
Hongkong, 28th May, 1903. [1265]

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
so, Queen's Road, Central,
Hongkong, 28th November, 1903. [1265]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship
"FOR MOSA,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 6th November, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 31st October, 1903. [14]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CA' CUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"NAMSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after THURSDAY, the 5th instant, at 1 P.M., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 3rd November, 1903. [13-1c]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.

THE Company's Steamship

"BINGO MARU,"
having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 11th instant will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 14th instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 4th November, 1903. [13-6c]

Intimations.

THE

ROBINSON
PIANO
Co., LTD.

NOTE.

ENTIRELY
NEW STOCK
ARRIVING.

SPECIALLY AND MOST CAREFULLY
CHOSEN BY OUR
MR. ROBINSON,
NOW IN EUROPE.

GREAT

REDUCTIONS
in our present stock of Pianos and Musical
Goods.

Our NEW MUSIC STOCK has arrived.

THE APOLLO
MASTER PIANO
PLAYER

THE BEST OF ALL.

THREE STYLES.

PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adeline Patti (Baronesse Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 28th October, 1903. [1265]

Insurance.

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SIEMSEN & CO.,
Hongkong, 28th May, 1903. [1265]

Intimations.

THE BRIGHT SIDE OF LIFE.

It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable ill health takes first place. Hannah More said that sin was generally to be attributed to biliousness. No doubt a crippled liver with the resulting impure blood, is the cause of more mental gloom than any other single thing. A chronic dyspeptic, says an eminent English physician, is always on the verge of a mental upset. And who can reckon up the fearful aggregate of pain, loss and fear arising from the many ailments and diseases which are familiar to mankind. Like a vast cloud it hangs over a multitude no one can number. You can see these people everywhere. For them life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure. Remedies like

WAMPOL'S PREPARATION

have not attained their high position in the confidence of the people by bald assertions and boasting advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Comp. Syrup of Hypophosphites.

Extracts of Malt and Wild Cherry. Nothing has such a record of success in Scrofula, Anemia, Nervous Debility, Influenza, Throat and Lung Troubles, and all emaciating complaints and disorders, that tend to undermine the foundations of strength and vigour. Its use helps to show life's brighter side. Dr. W. H. Aikins, of Canada, says: "I am pleased to state that the results from using it have been uniformly satisfactory." You can take it with the assurance of getting well. It is a preparation brought up-to-date and effective from the first dose. It never disappoints. At all chemists and A. S. Watson & Co., Limited.

E. A. HEWETT,

Superintendent.

Hongkong, 31st October, 1903. [14]

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Hongkong, 3rd November, 1903. [13-1c]

NIPPON YUSEN KAISHA.

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NIPPON YUSEN KAISHA.
Hongkong, 4th November, 1903. [13-6c]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.

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NIPPON YUSEN KAISHA.
Hongkong, 4th November, 1903. [13-6c]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOR

TELEGRAMS.

(Reuter's.)

Rebellion in German S.W. Africa.

London, 3rd November.

The Bondelswarts tribe, in German South West Africa, are in an active state of rebellion and the German garrison at Warmbad is reported to be annihilated.

More Fighting in the Aden Hinterland.

An officer and several of the Bombay Infantry have been wounded in a skirmish in the Aden hinterland. Reinforcements have been sent to the scene of the fighting.

Russia and Japan.

Reuter's correspondent at Yokohama wires that official intelligence has been received that the Russians have dismantled the fort at Yungampho, and withdrawn their troops, leaving only a guard of twenty police.

LATER.

The Tsar and the Kaiser.

The Kaiser has arrived at Weisbaden where unprecedented precautions have been taken to secure the safety of the Tsar.

The United States and the Panama Canal.

President Roosevelt's continued marked displeasure at the treachery and hostility of Columbia in relation to the Panama Canal, has ended by the withdrawal of the American Minister. Telegrams from Colon report a general state of unrest in the Isthmian States and foreshadow startling developments pointing to the independence of the Isthmus. A Columbian gunboat, crammed with troops, has arrived at Colon, also the American gunboat *Nashville*.

Prince Adelbert.

The North German Lloyd's liner *Koenig Albert* has passed the Canal for China with the Kaiser's son, Prince Adelbert, on board.

(Manila Cablenews.)

New Steamship Line. Vladivostock, October 31st: A steamship line between this port and the United States will be started in the near future. It is said to have the backing of the Russian Government.

Panama Revolution.

Washington, October 31st. The revolution in Panama which aims to separate the Department of Columbia from the main country and to form an independent state, has not yet amounted to much. It seems almost certain that Colombia will be able to end the revolt in short order. The secessionists rely on the sentiment in the United States to permit filibusters from there to aid them.

Famous Yacht Builder Dying. Bristol, October 31st. Nat. Herreshoff, the famous naval architect and cup-defender builder, is dying at his home here. He was seized with pneumonia some days ago, and owing to his age there is little chance of his recovery.

U. S. President Menaced.

Washington, 31st October. A crank has been caught trying to approach the President of the United States supposedly to assassinate him.

Train Robbers.

Pueblo, Colorado, 31st October. The Santa Fe express was wrecked by masked highwaymen near here to-day. Thirty people were seriously injured. The miscreants who derailed the train for the purposes of robbery got little booty. Prospects are now dimming them.

Australian Labour Question. Sydney, 31st October. The Captain of the *Andromeda* has been fined here for employing non-union men. The master has stirred up a tremendous sensation in mercantile and labour circles.

(Japanese Exchanges.)

The Manchurian Question. VICEROY ALEXIEFF'S STATEMENT. MORE TALK OF MONOPOLY OF OPPORTUNITY.

London, 3rd October. The statement recently made that Viceroy Alexieff has stipulated that China shall grant concessions at Moukden and Antung to Russia only, obtains confirmation from the Russian journal *Vostotschik Vestnik*, which now announces the conclusion of a secret treaty, whereby Russia acquires sole mining, railway, and other rights in Manchuria.

Vienna, 23rd October. It is feared in St. Petersburg that China, which has been strongly pressed by Japan recently, will co-operate with Japan if war breaks out between Japan and Russia.

Reports from London and Paris state that a crisis in the relations of Japan and Russia is at hand; but it is believed in Vienna that Russia has found that her transportation facilities are incapable of bearing the test which war would impose and has recognised the weakness of her Naval basis in the Far East. It is believed that Russia now sees that her coal supply would be cut off and that the outcome of war would probably be adverse to her. It is therefore believed she will hasten to bring the negotiations with Japan to an amicable conclusion.

Russia's Policy! ANTAGONISTIC TO JAPAN AND CHINA. London, 24th October.

The *Krav Vremya* declares that Russia relies neither upon Japan nor China, both of whose interests are antagonistic to the aims of Russia. Russia continues the St. Petersburg journal, desirous the advancement of civilization and not warfare. But Russia must

develop and in pursuance of this policy, must extend the Franco-Russian Alliance.

New Italian Cabinet.

London, October 26th.

Signor Giolitti has been entrusted with the formation of a new Cabinet at Rome.

Turkey Resists Reforms.

London, October 26th.

The Turkish Government are expected to offer determined resistance to the latest programme of reforms presented by Russia and Austria, which is of a drastic character. The Sultan is reported to be seriously unwell. An order has been issued disbanding the Albanian regiments.

War in the Spring.

London, October 26th.

The *Vedomosti* (St. Petersburg), in an article on the political situation in the Far East, expresses the belief that Japan merely wishes to postpone warfare until the spring. The *Vedomosti* therefore urges St. Petersburg Government to begin hostilities forthwith.

(Der Ostasiatische Lloyd.)

France and Russia.

Berlin, 31st October.

Count Lansdorff's visit to Paris has been successful, at least so far as the Near East is concerned. The French Government has now given its consent, which was heretofore withheld, to the continuation of Austria's and Russia's action with regard to Macedonia. Complying with a desire expressed by Count Lansdorff, the French Minister of Foreign Affairs, M. Delcassé, has furthermore promised to mediate in a friendly way with Japan, if such action is required. At the same time, Delcassé's Secretary confirms in the *Figaro* that the Russo-Japanese negotiations are proceeding in every respect satisfactorily.

THE SUGAR CONFERENCE.

The Belgian Government is negotiating at present, in accordance with the proposals made by the Brussels committee, with the Powers in order to enable Russia to join the International Sugar Conference.

FOOTBALL.

A match under Association Rules will be played to-morrow H. K. F. C. "A" Team v. H. M. S. Tamar. Kick-off 4.30 p.m. sharp. The following will play for the Club:—Forwards: A. Boyd, S. Hinchman, H. W. Brent, E. D. O. Wolfe and S. Moore. Halves: J. M. Forrester, H. C. Gray, P. K. Knyvett. Backs: C. T. Kew, (Cap.) and A. O. Brown. Goal: A. N. Other.

WAKSHIPS AT KOBIE.

Kobe harbour is now the rendezvous of quite a number of foreign war-ships, there being yesterday no fewer than ten at anchor here, reports the local *Chronicle* of 27th ult. These vessels included the British 1st-class battleship *Oceania*, the 2nd-class twin-screw cruiser *Talbot*, the gun-boat *Br. tomari*, and the twin-screw sloop *Algerine*; the German cruiser *Bussard* and the gun-boat *Jaguar*; the Italian cruiser *Vittor Pisani*; and the U.S.S. battleship *Kentucky* (the flagship of Rear-Admiral Evans), the cruiser *Oregon*, and the gun-boat *Annapolis*. It was thought yesterday that the American vessels would remain here for some time, but orders were issued in the afternoon for the *Kentucky* to proceed to Yokohama, and the Master-at-Arms and other of the ship's officers were ashore last evening recalling all the ship's company at once. The vessel was to leave for the northern port this morning, this sudden order being thought to be due to the fact that Rear-Admiral Evans is at present seriously ill, the trouble being the result of wounds in the knee received some years ago during active service.The stay of the British vessels will vary. The *Ocean* was to have remained here until Friday, but we understand she leaves for Yokohama to-morrow night. The crew of the British battleship has been making extensive preparations for the illumination of the vessel by electricity in honour of the Emperor of Japan's birthday, but the residents of Yokohama will now have the benefit of this display. The *Britannia*, according to present arrangements, leaves port on Friday for Nagasaki, while the *Ta-ta* (Captain Bayly's ship) will probably remain here at least ten days. We also learn that the *Albion*, the flagship of Rear-Admiral the Hon. A. G. Curzon-Howe, C.V.O., C.B., C.M.G., the second-in-command of the British fleet on the China station, is expected to arrive here to-day or to-morrow.

JAPAN AND MEXICO.

The Mexican Government, which has recently enacted strict quarantine regulations against Chinese emigrants, has now notified the application thereof to Japan also, and that ships from Japan and China are allowed to call at Mazatlan alone. Mr. T. Sugimura, Japanese Minister Plenipotentiary there, is protesting, on the basis of the commercial treaty between the two countries. The *Japan Times*, editorially dealing with this step on the part of the Mexican Government, says that it will be the result of the pressure brought to bear upon it by the men, mostly capitalists and manufacturers, interested in the introduction of Chinese labour and in discriminating against the Japanese. The Mexican Government exposes itself to the serious charge of infringing the most favoured nation clause in the Japanese treaty with the country.The Russian steamer *Mangolia* from Dalny upon arriving at Nagasaki reported that there were three Russian warships in Port Arthur. One of these was in dock. There were thirteen warships, all painted a dark grey, at Talienshan. Some ships of the Volunteer fleet, as cruisers were with them and there were also fourteen torpedoes there (i.e., Dalny). The report about Viceroy Alexieff returning to St. Petersburg is not credited in Port Arthur. The Japanese residents in Dalny and Port Arthur are quiet.

BANKRUPTCY PROCEEDINGS.

PETITION FOR RECEIVING ORDER.

Mr. C. E. H. Beavis appeared before the Chief Justice at the Supreme Court this morning in support of a creditors' petition for a receiving order presented by the Hop Wo Chan firm of California flour merchants, of 236, Des Vaux Road, against the Chy Loong firm of bakers, carrying on business at 102, Wellington Street and 107, 109 and 111, Wanchai Road. It appeared from the petition of Pang Chun Ngoo, managing partner of the Hop Wo Chan firm, that the Chy Loong firm was indebted to the petitioning creditors in the sum of \$6,804.03 being money lent and interest due. The stock-in-hand, machinery and furniture, etc. of debtor was valued at \$3,100. The money had been lent to debtors for business purposes and interest was at the rate of 15.15 per cent. per month.

The receiving order was made.

AN AWKWARD PREDICAMENT. DEBTORS' PETITION.

Mr. G. K. Hall-Ilrilton petitioned on behalf of the Ku Fat, of 76 Bonham Strand, and the Ku Fat Chan, of 289 Queen's Road Central, importers of European goods, for a receiving order in respect of their estates that they might be adjudged bankrupt. He said the declaration had been filed by one of three petitioners. The manager of the firm had gone away and had appointed another manager, who, it was alleged, declined to pay any debts of the firm and was practically making away with the money. Therefore, the only way to protect the creditors was to make the firm bankrupt. The present manager seemed to be squandering the money and wasting the assets of the firm. It was set forth in the petition that these assets amounted to \$6,624, made up as follows: book debts, \$2,099; goods at 76, Bonham Strand, \$1,200; goods at 289, Queen's Road Central, \$3,000; furniture, fixtures, etc., at both places, \$300 and cash in hand \$25. Of the book debts \$1,899 were good debts, and the firm's liabilities amounted to \$7,800, or thereabouts.

His Lordship said he would like to know more about the partners.

Mr. Bruton explained that under the Bankruptcy Ordinance a petition had to be signed by two or more partners whereas he was petitioning by three.

His Lordship thought it was extraordinary if it were so, and said it seemed to him that if the members of a firm wanted their firm to be made bankrupt surely they must all join in the petition. He did not understand why partners, who were not represented in any shape or form, should be made bankrupts.

Lau Yip, a partner in the Ku Fat firm, said the firm consisted of eleven partners.

His Lordship said he would like to know what the other eight partners, who had not petitioned, had to say about the matter.

Mr. Bruton:—These people wish to pay their debts, and the others do not. If no receiving order is made money will be received and taken away.

His Lordship:—My first difficulty is—I don't say it is impossible to overcome it, if it is only three men out of eleven petition?

Mr. Bruton:—The former manager has gone to Penang, and has appointed another man in his place, and he declines to recognise these people, and says he is not going to pay any debts, although the firm has been pressed for payment. This man may go at any moment.

His Lordship:—Is not that rather a reason why a creditor should come forward and ask to have a receiver of the estate appointed? Will you show me any case in which, say three partners out of eleven, may alone ask?

Mr. Bruton:—Then the money may be gone.

His Lordship:—I don't want to put any obstacles in the way, but my difficulty in amending the petition is that I do not know whether these persons are authorised by the other partners.

Mr. Bruton:—The practice has been that two or more partners can sign on behalf of the firm.

His Lordship:—Yes, but are they authorised to act for the firm?

Mr. Bruton:—Many of these men are sleeping partners and take no interest in the business, and it will be impossible to get their signatures without a great deal of delay.

His Lordship:—This matter should be done properly; there is no doubt about it. These three men have petitioned for themselves.

Mr. Bruton suggested that an interim receiving order should be made pending the hearing of the petition.

His Lordship:—What do you say to that Mr. Shepherd?

Mr. Bruce Shepherd:—That will protect the estate.

His Lordship said the effect of making an interim receiving order was that petitioners would be protected in Mr. Justice Wise's Court.

Mr. Bruton:—We don't want protection for ourselves; we want protection for the creditors.

His Lordship said that his experience was that debtors did not care two pence about their creditors. He thought he would take no steps at all until the petition was before him in a proper form, and said he had to deal with what was before him. It ought to have been stated on affidavit that proceedings were necessary for the protection of the estate, and the brigade, with Chief Inspector Baker, were promptly on the scene.

The fire broke out on a large trading junk which was heavily laden with merchandise. The boat was anchored near the old Canton and Macao wharf, and the flames arose from the stem of the craft. The floating engine arrived with the utmost speed and got to work, but the flames had already gained control of the boat, and it was towed by another junk to Chung-Sha-Wan and beached.

The brigade worked hard on the boat but without results, and, when they left, it was entirely gutted. The fire is believed to have originated in the galley; the damage is estimated at between six to eight thousand dollars.

Mr. Bruton:—Would your Lordship make a receiving order subject to the amended petition?

His Lordship:—No, I am not inclined to make any order on this.

Mr. Bruton:—Then it will be useless proceeding any further.

His Lordship:—I must have these things done properly. There is a great deal of carelessness in these matters. If they are not done properly I cannot deal with them. I decline to make an order. I don't suppose you prepared the petition. Probably some of your clerks did, and was not properly instructed by your clients. There is no blame upon you; your clients must attend to these matters.

The Court adjourned.

SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon in the Board Room. Present:—The President (Hon. Dr. J. M. Atkinson, P.C.M.O.), Hon. W. Chatham (D.P.W.), Mr. Ahmed Rumjahn, Hon. H. E. Pollock, K.C., Mr. Fung Wa Chun, Mr. Lau Chu Pak, Dr. Pease, Acting M. O. H., Capt. Lyons, Asst. Superintendent of Police, Mr. E. A. Hewett, and Mr. G. Woodcock, Secretary.

The minutes of the previous meetings were confirmed.

CLAUSE 5.

The President proposed that clause 5 should be dealt with confidentially. Mr. E. A. Hewett stated that he did not see why the question should be dealt with confidentially, as there was nothing in the correspondence that justified such a course.

The question had been raised by him before and he did so again because it regards quite a number of property holders.

The President stated that a letter had been received from Messrs. Jardine, Matheson & Co.

The 30th October, owing to which he judged it would be well to submit the question to a sub-committee.

Mr. Hewett said that he had not seen this letter; the last from Messrs. Jardine, Matheson that he had perused on the subject being dated the 18th August.

The President said that he had not seen this letter; the last from Messrs. Jardine, Matheson that he had perused on the subject being dated the 18th August.

The President said that there had been no time to circulate all the correspondence. This would be done however.

Mr. Hewett stated that he proposed that this question should be treated in public discussion as he considered it to be of the greatest importance.

WATER.

On behalf of Mr. Li Lai Wo, Mr. B. Brotheron Harker wrote requesting that the water in a well at 19, Caine Road be analysed, if found fit for domestic purposes, that permission be granted to him to use it for such purposes.

Among the minutes was one from Dr. Pearce stating that it was a rubble well and even if the water was found fit, he thought the Board should refuse permission, unless the well be cemented right close to the bottom of its sides and the top covered in and water only drawn by means of a pump.

The President said that this was an old well very liable to contamination. Permission was refused.

OPIUM DIVAN.

A letter was submitted respecting an opium divan at 7 upper Lascar Row. It was an inquiry to the effect that, if the tiles were removed from the floor and 3 inches of cement concrete, rendered impervious, laid down, the Board would recommend that the premises be fit to be registered as an opium divan.

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Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ULYSSES"	On 6th November.
GLASGOW and LIVERPOOL	"OANFA"	On 7th November.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTSE"	On 12th December.
S.S. "ULYSSES" left Singapore 1st inst. a.m. and is due here on 6th inst.		
S.S. "OANFA" left Singapore 2nd inst. and is due here 7th inst.		

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"TANTALUS"	On 10th November.
MARSEILLE & LIVERPOOL	"NINGCHOW"	On 18th November.
LONDON & ANTWERP	"POLYPHEMUS"	On 24th November.
MARSEILLE, LONDON & ANTWERP	"HYSON"	On 8th December.
LIVERPOOL	"ACHILLES"	On 15th December.
MARSEILLE, LONDON & ANTWERP	"PROMETHEUS"	On 22nd December.
MARSEILLE, LONDON & ANTWERP	"DARDANUS"	On 5th January.
S.S. "NINGCHOW" from Tacoma via Japan is due here 12th Nov.		

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"OANFA"	On 9th November.
all PACIFIC COAST PORTS, via	"PELEUS"	On 30th November.
NAGASAKI, KOBE and YOKOHAMA		
S.S. "DEUCALION" left Victoria, B.C., 28th Oct. for Yokohama, Kobe and Hongkong.		

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 3rd November, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"KANSU"	6th November.
SHANGHAI and CHINKIANG	"HANGCHOW"	7th "
TIENTSIN	"KWEIYANG"	9th "
SHANGHAI and DALNY	"NINGPO"	10th "
MANILA	"BUNGKUANG"	11th "
KOBE	"CHANGSHA"	13th "
MANILA	"TSINAN"	17th "
FORT DARWIN, THURSDAY ISLAND,		
COOKTOWN, CAIRNS, TOWNS		
VILLE BRISBANE, SYDNEY and		
MELBOURNE	"TSINAN"	17th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.R.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th November, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 7th Nov., at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 14th Nov., at 10 A.M.
PERLA	1860	J. McGinty	MANILA, ILOILO & CEBU	WEDNESDAY, 4th Nov., at 4 P.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 31st October, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail
"INDRAPURA" 4,899 A. E. Hollingsworth Nov. 14, 1903.

"INDRASAMHA" 5,197 W. E. Craven Dec. 14,

"INDRAVELL" 4,899 R. P. Craven Jan. 14, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

1266C

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations. Steamers. Captains. Sailing Dates.

FOR FOOCHOW* "ANPING MARU" J. Goto SUNDAY, 8th Nov.

FOR TAMSUI* "DAIJIN MARU" T. Ogata TUESDAY, 10th Nov.

FOR TAMSUI* "DAIGI MARU" T. W. Groves SUNDAY, 15th Nov.

FOR ANPING* "MAIDZURU MARU" K. Akashi.

* VIA SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 4th November, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-

SAGE MONEY.

SINGLE, \$20. RETURN, \$36.

STEAMERS fitted throughout with Electric

Light, First Class Accommodation. Un-

rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 8th July, 1903. [1284c]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw

Steamer

"KWONG CHOW."

1,474 Tons, Captain Walker, leaves HONG-

KONG for CANTON at 8:30 P.M. on SUNDAYS,

TUESDAYS and THURSDAYS, returning

to Hongkong the following days leaving

CANTON at 5 P.M. Unexcelled Accommo-

dation for First Class Passengers. Ship lighted

throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-

kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [1282c]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week

Days, at 7:30 A.M.; on Excursion Sundays,

at 8:30 A.M.; on Excursion Sundays, at

8:30 P.M. and Sundays about 7:30 P.M.

FARE.—(Week Days) 1st Class (including

cabin and servant), \$3; Return Ticket, \$5.

2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class

Single Ticket, \$2; Return Ticket, \$3. Return

Ticket including Tiffin and Dinner either on

Board or at Macao Hotel, \$5. On Sundays,

\$5 extra will be charged for each cabin with

accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok

Street.

The Steamer runs an Excursion Trip EVERY

SUNDAY. It takes only 3½ hours to reach

Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Shipping.

Arrivals.

Vessel	From	Agents	Due
Ischia, Ital. ss.	2,784; Maganzini, 4th Nov.		
Bombay 17th Oct.	and Singapore 28th, Gen.—C. & Co.		
Pelayo, Br. ss.	1,100; Prynne, 4th Nov.		
Sumatra 23rd Oct.	and Singapore 26th, Kerosine—Mr. McBain.		
Lyemoon, Ger. ss.	1,238; Lehmann, 4th Nov.—Shanghai 1st Nov. Gen.—S. & Co.		
Doric, Br. ss.	4,975; Smith, R. N. R., 5th Nov.—San Francisco 7th Oct., via Honolulu 14th, Yokohama 27th, Kobe 28th, Nagasaki 30th, and Shanghai (Woosung) 2nd Nov., Mails and Gen.—O. & S. S. Co.		
Yucensang, Br. ss.	1,128; Payne, 5th Nov.—Manila, 5th Nov.—O. & S. S. Co.		
Prinz Heinrich, Japan	5th Nov.—Singapore 12th, Macassar 11th, Victoria 11th, Olympia 11th, Victoria 11th, Nov. 16		
Siberia, San Francisco	5th Nov.—Singapore 12th, Victoria 11th, Nov. 20		
Tijipanah, Japan	5th Nov.—Singapore 12th, Victoria 11th, Nov. 21		
Tremont, Victoria	5th Nov.—D. & Co., Nov. 25		
Indrasamha	Portland 5th Nov.—P. & A. Co. Dec. 4		

Steamers Expected.

Vessel	From	Agents	Due
Idzumi Maru	Singapore, N. Y. K.	Nov. 6	
Ulysses	Singapore, B. & S.	Nov. 6	
Shawmut	Manila, N. P. Co.	Nov. 6	
Sungkang	Manila, B. & S.	Nov. 6	
Chuan	P. & O. Co.	Nov. 7	
Robilla Maru	Manila, N. Y. K.	Nov. 7	
Changsha	Manila, B. & S.	Nov. 8	
Gregory Apcar	Singapore, G. L. & Co.	Nov. 8	
Preussen	Singapore, S. & Co., Ltd.	Nov. 9	
Nippon Maru	Japan, M. & Co.	Nov. 9	
Prinz Heinrich	Japan, M. & Co.	Nov. 12	
Tijipanah	Macassar, U. S. J. & Co.	Nov. 12	
Olympia	Victoria, N. P. Co.	Nov. 12	
Siberia	San Francisco, P. M. Co.	Nov. 20	
Tijipanah	Japan, H. S. J. & Co.	Nov. 21	
Tremont	Victoria, D. & Co.	Nov. 25	
Indrasamha	Portland, P. & A. Co.	Dec. 4	

Ships Passed The Canal.

Outward—3rd October— <i>Hysos</i> , 6th October— <i>Flintshire</i> , <i>Longships</i> , <i>Onaia</i> , <i>Keeman</i> , 10th October— <i>Ulysses</i> , <i>Bennmohr</i> , 13th October— <i>Glensarf</i> , <i>Driawan</i> , 16th October— <i>Hudson</i> , <i>Kingrats</i> , <i>Achilles</i> , <i>Stolberg</i> , <i>Aragon</i> , 20th October— <i>Denbighshire</i> , <i>Tamba</i> , <i>Bau</i> , 27th October— <i>Armand</i> , <i>Zieten</i> , <i>Beth</i> , 30th October— <i>Ceylon</i> , <i>Peleus</i> , <i>Benlomond</i> , <i>Tenkuai</i> , <i>Moyune</i> , <i>Prinsesse Marie</i> , <i>British Monarch</i> , 4th November— <i>Ambria</i> , <i>Konig Albert</i> .
Homeward—3rd October— <i>Sigismund</i> , 10th October— <i>Sydney</i> , 13th October— <i>Mogul</i> , 20th October— <i>Braemar</i> , <i>Kamakura Maru</i> , <i>Prinz Heinrich</i> , <i>Manila</i> , 24th October— <i>Konigsberg</i> , <i>Merionethshire</i> , <i>Ajax</i> , <i>Prometheus</i> , 27th October— <i>Bamberg</i> , 30th October— <i>Glaucus</i> , <i>Adulstria</i> , 4th November— <i>Inaba Maru</i> , <i>Ping Suey</i> , <i>Socotra</i> .

Arrivals at Home—10th October—*Salasit*,

<i>Badenia</i> , <i>Benarty</i> , <i>Benedi</i> , <i>Kiautschou</i> , 12th October— <i>Palawan</i> , 13th October— <i>Nestor</i> , 16th October— <i>Awa Maru</i> , <i>Verona</i> , <i>Kennebec</i> , 20th October— <i>Albenga</i> , <i>Alesia</i> , 24th October— <i>Heathford</i> , <i>Bayern</i> , <i>Hector</i> , <i>Tankin</i> , 27th October— <i>Indrawadi</i> , <i>Arabia</i> , 29th October— <i>Candia</i> , 30th— <i>Eclipse</i> , <i>Sithonia</i> , 4th November— <i>Annam</i> , <i>Kintuck</i> , 5th November— <i>Sumatra</i> .

Vessels in Port.

STEAMERS.

Aki Maru, Jap. ss.	3,993; <i>Ekstrand</i> , 3rd Nov.,—Shanghai 31st Oct., Flour and Coal—N. Y. K.
Amara, Br. ss.	1,566; <i>Mattock</i> , 2nd Nov.,—Java 22nd Oct., Sugar—B. & Co.
An Pho, Br. ss.	956; <i>Thomson</i> , 4th Nov.,—Saigon 29th Oct., Rice and Meal—B. & Co.
Atholl, Br. ss.	3,031; <i>Watt</i> , 28th Oct.,—Surabaya 10th Oct., Besoco 15th, Tagal 17th, and Cheribon 19th, Sugar—C. S. S. Co.
Bingo Maru, Jap. ss.	3,873; <i>Davies</i> , 4th Nov.,—London 23rd Sept., and Singapore 29th Oct., Gen.—N. Y. K.
China, Am. s.s.	3,186; <i>Friele</i> , 26th Oct.,—San Francisco and Shanghai 23rd Oct., Mails and Gen.—P. M. S. Co.
Ching Wo, Br. ss.	2,517; <i>Parkinson</i> , 24th Oct.,—San Francisco and Moji 2nd Oct., Gen.—C. C. S. Co.
Chowtau, Ger. s.s.	1,115; <i>Textor</i> , 3rd Nov.,—Bangkok 26th Oct., Rice and Wood—B. & S.
Clavering, Br. ss.	2,155; <i>Barton</i> , 4th Nov.,—Moj 30th Oct., Coals—Samuel & Samuel, D. G. Collins and 3 children, Messrs. L. M. Cray, O. D. Filley, Mrs. Gladys Gordo, Messrs. W. H. Halliburton, J. L. Hammer, Mrs. S. P. Holcomb and infant, Messrs. W. Hanton, C. R. McBride, F. A. McClellan, Mr. and Mrs. J. A. McClellan, Mr. G. E. Rowe, Major and Mrs. E. G. Shields, Misses K. Shields, C. Shields, Mrs. G. Fenneyson, Messrs. H. J. E. Thomas, Mr. G. W. Vilain, Miss M. I. Young, Mrs. A. Center, Miss E. M. Center, Mr. and Mrs. G. C. C. Master, Mr. and Mrs. J. Hastings, Mr. and Mrs. Middlekauff, Miss M. Middlekauff, Messrs. Robert Middlekauff, F. Steer, J. W. Graham, Capt. F. Kofod, Capt. E. Hjouster, Mr. and Mrs. J. R. Steers, Mr. S. Jones and native servant, Mr. G. Brignaud, Mr. and Mrs. M. Liebert, Mr. and Mrs. V. Barton, Mrs. Mortero, Miss F. Mortero, Messrs. A. Calro, G. A. Aldrich, and Mr. and Mrs. E. V. Clough.
Passengers arrived.	Per <i>Ischia</i> , from Singapore—147 Chinese. Per <i>Yuenfang</i> , from Manila—Messrs. A. F. Garrison, Walter York, William Grundy, Rudolf Schwartzman, Charles C. Rice, and 38 Chinese.
Per <i>Perla</i> , from San Francisco, &c.—Mr. H. A. Burke, Mrs. A. M. Campbell, Rev. and Mrs. D. G. Collins and 3 children, Messrs. L. M. Cray, O. D. Filley, Mrs. Gladys Gordo, Messrs. W. H. Halliburton, J. L. Hammer, Mrs. S. P. Holcomb and infant, Messrs. W. Hanton, C. R. McBride, F. A. McClellan, Mr. and Mrs. J. A. McClellan, Mr. G. E. Rowe, Major and Mrs. E. G. Shields, Misses K. Shields, C. Shields, Mrs. G. Fenneyson, Messrs. H. J. E. Thomas, Mr. G. W. Vilain, Miss M. I. Young, Mrs. A. Center, Miss E. M. Center, Mr. and Mrs. G. C. C. Master, Mr. and Mrs. J. Hastings, Mr. and Mrs. Middlekauff, Miss M. Middlekauff, Messrs. Robert Middlekauff, F. Steer, J. W. Graham, Capt. F. Kofod, Capt. E. Hjouster, Mr. and Mrs. J. R. Steers, Mr. S. Jones and native servant, Mr. G. Brignaud, Mr. and Mrs. M. Liebert, Mr. and Mrs. V. Barton, Mrs. Mortero, Miss F. Mortero, Messrs. A. Calro, G. A. Aldrich, and Mr. and Mrs. E. V. Clough.	
Passengers departed.	Per <i>Perla</i> , for Manila—Mr. D. S. Williams, Misses Marin Lopes, Sinfacina San Louis, Ai and Fred. P. Warner, for Iloilo—Messrs. W. S. Paterson, G. Schuble and C. Senter, T. Lamb, S. Prantby, C. Suter, V. Charly, S. Champane, D. Lee, S. Peterson, V. Slinger, G. Soloway, G. B. Soloway, S. Phants and D. S. Ng.
Per <i>Kumano Maru</i> , for Japan—Messrs. W. D. Henry, W. A. Marsack, W. F. Bowes, C. Stapleton, J. Austin, J. Cavis, John D. Fitzgerald, Alex. Knol, Robert E. Mauly, Wilson R. Pope, N. Akiyama, I. Takahashi, R. Endo, Tong Sing Pang, Ho Ah Fa, K. Takahashi, G. Yoshikawa, S. Murata, J. Doinasa, Y. Tachibana, Y. Tachibana, Y. Hashizume, Lum Wan Shan, Yuen Chan Kum, Tam Wai Hung, Mok Tse and Y. Totsuka, Mr. and Mrs. A. E. Heyde, Mrs. W. Reynolds, Miss Reynolds, Mrs. Mockers and infant, Capt. and Mrs. C. W. Lenten, Mr. and Mrs. Lo Pun Kok, Miss Yamashita, and Mrs. Morikawa.	
Shipping Reports.	Str. <i>Yuenfang</i> from Manila—Strong to moderate N.E. wind and sea.
Str. <i>Hopsang</i> from Hongay—Fine clear weather, light N.E. winds.	U. S. Collier <i>Nan-han</i> from Shanghai—Beginning cloudy and gloomy, drizzling rain, latter part calm and fine. Towing U.S. Monitor part of the way.
Str. <i>Pelayo</i> from Sumatra—Strong N.E. winds, and heavy seas from Cape Padaran to Paracels, last two days moderate weather. Passed several abandoned junks.	Parcels intended as 'XMAS GIFTS' should reach the Office before November 9th. New Year Gifts before Nov. 14th.

STEAMERS.

Aki Maru, Jap. ss.	3,993; <i>Ekstrand</i> , 3rd Nov.,—Shanghai 31st Oct., Flour and Coal—N. Y. K.
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STEAMERS.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
28, Queen's Road.

DRESSMAKING DEPARTMENT.

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

CUT, FIT, AND STYLE GUARANTEED.

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

PARISIENNE MILLINERY.

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

DRESS GOODS.

Tweed, Serges, Meltons, Freizes, Hopsacks, and full range of Fancy Dress Materials, always on hand.

GLOVES.

Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

HOSEYER.

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

SILKS AND SATINS.

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Brooches, Bengalines, Peau de Soies, Glacés, Foulards, Chenes; Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

CHIFFONS AND GAUZES.

Accordian pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crêpe de Chine; Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

RIBBONS.

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

LACES.

Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

LADIES' UNDERCLOTHING.

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

CORSETS.

In the following makes:—Madame Leider, Prima Donna, The Model straight-fronted, Y. and N. Cycling.

THE SANAKOR.

A new and thoroughly up-to-date high class corset in rich brocade.

THE RIBBON CORSET.

Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

October 24th.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

→→→

UMBRELLAS AND SUNSHADES

With natural or fancy handles, silk lace and chiffon covers in the latest fashions.

HOUSEHOLD LINEN DEPARTMENT.

All kinds of Bed and Table Linen stocked, Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels and Flannellettes in large variety.

LININGS.

We hold a full Range of Dressmakers' Linings and Sundries—Sateens, Linenets, Scilecias, Black, Backs, &c.

WM. POWELL, LTD.,

DRAPERS.

MORE NEW GOODS.

DAINTY FANS, PURSES,

CHATELAINE BAGS.

SILK AND FLANNEL BLOUSES.

DENTS GLOVES.

CHIC NECKWEAR.

NEW VEILINGS.

LACE STOLES.

WINTER JACKETS.

GENTLEMEN'S

Dancing Pumps, Dress Shirts,

Gloves and Ties.

SMART HIGH GRADE BOOTS.

30 different shapes and kinds,

Perfect Style and Finish.

The Best is always the Cheapest.

TRIMMINGS

Of every Description. Rich Silk Appliques Silk and Motifs in floral designs. Pearl, Jet, and Bead, Silk Braid, Sequins on Net, Silk on Lace. The latest Wool Trimmings and others too numerous to mention.

JACKETS AND FURS.

Heavy winter Jackets, Stylish Golf Capes, Handsome Fur Coats, Capes and Jackets for travellers, Opera Cloaks and Wraps. Light Summer Rain and Dust Cloaks.

VELVETS, VELVETEENS,

Feather and Fur Boas, and Light Silk Chiffon, Lace and Net Ruffles and Facinators.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

FAMED FOR
SHIRTS.
28, Queen's Road.

BED AND BEDDINGS

Single and Double beds, Camp, Air, and Chair beds. Infants' Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

CURTAINS.

Cream or White Lace in all lengths; also in Tapestry, Rep, Cretonne, and Chintz.

TABLE COVERS

In all the newest designs and makes.

CARPETS.

Axminster, Brussels Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$300.

QUILT AND BLANKET DEPT.

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